



**DEPARTMENT OF THE AIR FORCE**  
**HEADQUARTERS 4TH AIR SUPPORT OPERATIONS GROUP (USAF)**

**MEMORANDUM FOR ALL 4 ASOG PERSONNEL**

**12 Sep 00**

**FROM:** CC

**SUBJECT:** Safety Watch

1. 3 AF has recently seen an influx of safety related issues that dramatically affect the well-being and combat capability of our personnel and units. I would like to take some time to readdress my primary safety concerns.

2. Driving safety is always a focus but driving in Europe warrants a stronger look. Vehicle inspections are done annually but passing an inspection doesn't mean your vehicle is ready for high speed autobahn driving. Ensure your car is equipped and maintained for the type of driving you are using it for and never exceed the speed associated with the driving conditions e.g. rain, gravel, snow, fog, congested areas, etc. Remember ADAC, the German automobile club, recommends a max speed of 130 km per hour. Additionally, I want to reiterate USAFE's policy on GOVs, "operators will not exceed 130 kph or exceed the tire speed rating for the vehicle, whichever is lower." Excessive speed is the number one cause of traffic accidents here in Europe.

3. Drinking and driving is a non-starter. If you plan on drinking ensure there is a designated driver. German DUI laws are extremely strict. If you are in an accident and have a BAC of .03, that's one beer, you will be convicted of impaired driving. If you are pulled over at a checkpoint and have a BAC of .05, you will be charged with impaired driving. A BAC of .08 is drunk driving and .11 is considered criminal drunk driving. My policy is if you are driving a government vehicle or government rental car no alcohol will be consumed within 8 hours of driving. When drinking alcohol, do so in a responsible manner.

4. Military life, deployments, and OPTEMPO put many stresses on our personnel and their families. All personnel should be aware of the warning signs of a potential suicide: irritability, impulsivity, alcohol abuse, anxiety, isolation, depression, and unkempt appearance. A strong support system is the key. Supervisors need to stay aware of changes in personality or issues of concern for members; be available to provide advice, counseling or provide professional referrals. Ensure spouses of deployed members are cared for and assistance is readily available if needed.

5. In summary remember these three points. 1) Always have a designated driver if drinking; 2) Take the team approach and help each other out; 3) Take care of your wingman – it's takes everyone's vigilance and focus to keep us razor sharp and combat-ready – we can't afford any losses!

//SIGNED//

CHARLES R. GREENWOOD, Colonel, USAF  
Commander